



Seek More Funds For Post-War Road Construction

Miller and Cox Oppose Allotments Under H. R. 2426

In an effort to obtain for New Jersey a proportionate share of the proposed three billion dollar federal post-war highway fund, Commissioner Spencer Miller, Jr., spoke before the Roads Committee of the House of Representatives on March 14th.

At that time he presented to the Committee certain facts which pointed out the disproportionate aspects of H. R. 2426, a bill that was introduced by the Honorable J. W. Robinson of Utah, Chairman of the Roads Committee, and sponsored by the American Association of State Highway Officials.

At the time this bill was presented in April 1943 there was little time for factual study of road needs and less for an overall investigation of the problems of post-war reconversion. It dealt largely with the cushioning effect of a comprehensive program of highway construction upon post-war unemployment and was based mainly on the problems of post-war unemployment and the number of man years which three billion dollars of highway construction would provide.

In its present form the bill would provide certain states with as much as \$400.00 per demobilized citizen while other States would receive only \$40.00. Unfortunately, the states where the need for reconversion is greatest—New Jersey is among them—are the very states receiving the least per capita allowance. These are the states which today have the largest industrial populations and are turning out the greatest volume of war materials.

Defects Cited

In pointing out some of the fundamental defects in the existing bill, Commissioner Miller told the Committee, "Any apportionment of federal funds for public works based upon the area of the several states—even though weighted by 25%—is destined to fail to achieve a correspondence with employment needs."

He stated that a fair test of an apportionment for post-war public works program is to determine how well it fits the need which will exist at the war's end to create employment and stimulate business activity.

It was further explained that under the provisions of the bill that the eleven states, namely, California, New York, Ohio, Pennsylvania, Michigan, Illinois, New Jersey, Indiana, Massachusetts, Connecticut and Maryland, where there is the highest concentration of industrial production and employment, are precisely the states which show the most serious inequities in the distribution of funds under H. R. 2426. These eleven states which are widely distributed have a total population of 65,782,836, which is 50% of the population of the nation, and since the war have had a 70% increase in industrial employment. Yet under the provisions of the bill they would receive but 35% of the total apportionment.

In further citing the obvious shortcomings of the proposed legislation, Commissioner Miller told the Committee, "The State of New Jersey, while the fourth smallest in area, is the ninth largest in population, is producing the fifth largest volume of war production, outranked only by Michigan, New York, California and Ohio. The war contracts placed in New Jersey totaled \$10,340,000,000 through 1943.

Sponsor Substitute Bill

"The distribution of post-war federal highway funds to New Jersey under this bill would be \$52,410,000 while Nevada with a population of 100,000, which is less than the population of Newark, Jersey City, Trenton, Paterson, Camden or Elizabeth, would receive \$42,000,000.

The Committee was further told that any proposal for the large expenditure of federal funds for

Cpl. Louis Manikas Pneumonia Victim At Southern Camp

It was with regret that we learned of the death of **Corporal Louis Manikas** on March 30th at Camp Livingston, La., following a brief illness of pneumonia. His body was returned to his home in Jersey City for burial.

Corporal Manikas, who came to the Highway Department in 1939, was the husband of Mrs. Ruth Manikas and the son of Mr. and Mrs. James Manikas of Jersey City. Besides his wife and parents he is survived by a sister, Helen, and a brother, George.

Corporal Manikas, a member of the Western Division Maintenance forces under the late William Hagin, leaves behind him a record of faithful service with the Highway Department. **THE HIGHWAY** joins his many friends in extending to his survivors our sincerest sympathy.

Blood Typing Plan To Aid Employees In Emergencies

A plan whereby all Highway employees, as well as members of their immediate families, can have the benefit of knowing their blood type in case of emergency blood transfusions has been developed by George A. Hefferman, Chairman of the State Employees Red Cross Blood Donors.

In the past, whenever a transfusion was needed within the ranks of Highwaymen, a call has been sent out for volunteers. Those responding have then gone to the hospital for the purpose of being typed and in some cases because the required type of blood was not found, a second call for volunteers was necessary.

Under the new plan which would give protection to all Highway employees in the Trenton area, those who volunteer for typing will be catalogued under their various classifications so that should an emergency arise much valuable time would be saved.

Mr. Hefferman explained the plan and its advantages in this manner: "This plan will offer a great amount of protection to every person participating by saving valuable time in an emergency. As a member of the group, your type of blood would be known in advance as well as a large list of those whose blood type is similar. This means that should the occasion arise, a number of donors with the correct type of blood could be quickly located.

"Through arrangements with McKinley Hospital, it will be possible to type each person with little or no inconvenience. These tests will be conducted in the State House Annex and at Fernwood by doctors and experienced laboratory technicians as soon as we are in a position to determine the number of men and women who will participate."

Each employee residing in the Trenton territory will receive with this issue of **THE HIGHWAY** a form which should be filled out by those desiring to obtain the benefits offered by this plan and who are willing to be typed. Read this carefully for one of these days you may be one who will require an emergency transfusion.

post-war public works to aid demobilization and re-employment must be judged by the manner in which it accomplishes this task; while private industry must assume the largest burden of responsibility for post-war employment, public works will be needed to stabilize our economy—to provide according to the best estimates employment of from five to ten percent of the demobilized servicemen and industrial workers. He felt that the present bill would fail in this respect.

In his opposition to H. R. 2426
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GASOLINE CONSERVATION IMPORTANT TO VICTORY

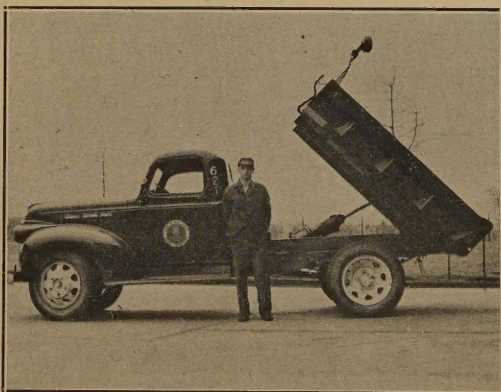
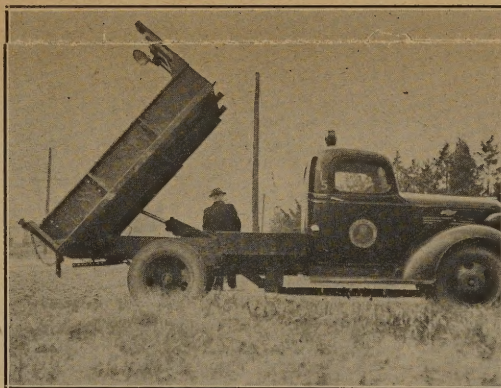
As the day of the Great Invasion draws near with all that it implies in the way of heroic and sacrificial effort on the part of our Armed Forces overseas, it is inevitable that every thoughtful American citizen at home should ask the question: "What sacrifice can I make to insure victory in the shortest possible time, with the least possible loss of life?" In part the answer to that question has been already given by General Eisenhower when he announced some months ago that we could bring the European War to an end this year "if everyone played his part."

To play one's part on the Home Front, it is important to accept not only the disciplines of wartime control, but to be prepared to sacrifice any peacetime comforts or even necessities for the war emergency. One of these ways is in the saving of gasoline. The curtailment of the use of automobiles for either pleasure or other needless driving is still needed for the war effort. It may become even more drastic; it is predicted that as soon as the invasion begins there may be an even stricter control on the use of gasoline.

Every employee of the State Highway Department should so limit the use of his own car, and the State car assigned to him, so as to comply with the strictest requirements of war needs. We may not be able to play our part on the fighting front; we can play our part on the Home Front. The conservation of gasoline is one way in which we can aid the war effort *Now!*

SPENCER MILLER, JR.
State Highway Commissioner.

Former Hazard Overcome by Modern Design



Until recently, whenever the bodies of our maintenance dump trucks were raised, as in cinder spreading, the blinker light mounted on the top of the cab could not be seen by vehicles approaching from the rear. (See photo at top.) This resulted in several accidents and many just complaints as well as quite a few suggestions.

The problem was finally laid in the lap of the Equipment Division for solution with the result that a modern design was forthcoming. The light is now mounted on the forward end of the body by means of a yoke and weighted in such a manner that it remains in a vertical position regardless of the degree to which the body is raised. (See bottom photo.) This overcomes all former objections. To date about 50 trucks have been equipped in this manner and the remainder are being modernized as fast as material shortages will permit.

The mechanic shown with the truck at bottom is **Edward McCabe** of Fernwood, while behind the first truck can be seen—if your eyes are good—**Foreman N. J. Pendergast** of Somerville.

Fought Behind Enemy Lines On Bougainville

A fighting marine who campaigned on Bougainville recently dropped in the Trenton offices to renew old acquaintances. He is **Corporal Cornelius B. Kennedy**, back home on a hard earned 30 day furlough.



CPL. KENNEDY

Since leaving the Highway Department, where he was employed in the Mail Room, Neal has traveled far and seen much. A lot that he has been through will have to await the war's end before it can be disclosed, but this much he could say—he has seen front line action against the Japs for periods of 8 days at a stretch, fighting knee-deep in jungle mire and digging in at night under constant enemy fire.

On one occasion Neal was a member of a patrol which infiltrated behind the Jap lines and held their position for several days until eventually reinforced by fresh troops. Despite the fact that their position was camouflaged with extreme care, their presence became known to the enemy who made every effort to dislodge them without success.

Corporal Kennedy would not venture a guess on how many Japs he had personally accounted for. He hoped he had gotten quite a few but as he said, "You can never tell whether you get them or someone else does." And then, as if by way of afterthought, he added, "it doesn't make much difference anyway." A glance at the Sharpshooters medal on Neal's chest would convince anyone that he didn't miss too many.

The above picture of Kennedy was taken by a war correspondent on Bougainville just after his battalion had returned from front line action against the enemy. This on-the-spot picture is used in preference to one showing Neal with service bars and stars.

Now well into his third year as a marine, this fighting Highwayman had an enthusiastic word for **THE HIGHWAY**. In Neal's own words, "It means an awful lot to a fellow who is far away from home" and he told of the time he read the first issue to reach him on Bougainville while crouching in a fox hole under Jap fire. "In fact," said Kennedy, "after reading it through several times, I swapped it with another fellow for a paper sent to him by his company."

Neal, who is the son of Mrs. Mary T. Kennedy of 1643 East State Street, Trenton, left on April 3 for his new assignment in Oceanside, Calif., with the Headquarters Company, 27th Marines, 5th Marine Division, where he felt Sergeant's stripes were waiting for him. He took with him the best wishes of all Highwaymen, includ-

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THE HIGHWAY

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OVER THE TOP

Although figures representing the total contributions made by Highway employees to the recent Red Cross drive are not available due to the fact that Highwaymen gave to this worthy charity as members of their several communities rather than as a unit, the collection made in the Trenton area may well serve as a barometer for estimating the wholehearted manner in which our employees, from Cape May to Sussex, met this obligation.

In the Mercer county drive, which includes the Trenton offices and Fernwood, Highway employees contributed a total of \$1,160.78. This figure represents an increase of \$125.00 over the amount given in 1943, and when it is considered that not only have we fewer employees this year but that many Highwaymen were contributors through other collecting agencies, this showing is most creditable. It is another evidence of the desire of those on the home front to play as important a role as possible in this total war.

POISON IVY

Throughout the Garden State the roadsides are already blooming with the first buds of spring. Soon the forces of the Maintenance Division will be busily engaged in their summer long task of trimming the shoulders and slopes of our highways. Lurking among the early greens that carpet our roadsides is one of the villains of the horticultural world — poison ivy — or *Rhus Toxicodendron*, should you be a stickler for correct terminology.

This root-climbing plant, identified by its dark green, shiny, ternate (groups of three) leaves, is generally a vine, although under some conditions it appears as a low-growing shrub. It is to be found throughout New Jersey along roads, fence rows and in uncultivated ground. Poison ivy secretes an oily substance, very minute amounts of which, if placed on the skin, will cause severe poisoning. These amounts are so small that they are occasionally conveyed by the smoke of burning plants or in rare instances by insects.

The best way to avoid ivy poisoning, which each year causes much suffering, inconvenience, and loss of time among those who must work in the field, is to avoid contact with the plant itself. This can be done by learning to identify poison ivy and staying away from it. If you don't know it when you see it, get someone who is familiar with it to point it out. Acquaint yourself with its appearance. When in the performance of duty it becomes necessary to work around this plant, be sure that no portion of your body is exposed to it. Keep sleeves rolled down and wear gloves. If you are a sun addict and like a coat of tan from the waist up, acquire it when there is no danger of infection.

Maint. Foremen Form Association

Taylor Named President

At a meeting held in the State House Annex on Friday evening, March 17th, there was organized a group of Department employees to be known as the "New Jersey State Highway Foremen's Association." This organization, comprised at present of Department employees acting as maintenance foremen or engaged in related activities, was formed for the purpose of promoting fellowship and a better understanding in and among the members and to provide a nucleus for social activities. Some fifty foremen were present at the organization meeting and the following officers were elected: President, John S. Taylor, of Trenton; Vice-President, Austin F. J. Newman of Roselle; Secretary, W. J. Mealy of Trenton; and Treasurer, Raymond S. Drake, also of Trenton. Plans were made for various activities to be carried on in the future. A second meeting held on April 14th was well attended, and we may expect to hear more from this organization as time goes by.

Behind Jap Lines

(Continued from Page 1)

ing Commissioner Miller with whom he chatted before leaving. Like American soldiers, sailors or marines the world over, Corporal Kennedy had collected his share of souvenirs. However, somewhere between Bougainville and Trenton these mementos of jungle fighting were lost, but it seemed as though we discerned a look in Neal's flashing eyes as we parted that said better than any words, "There are more where they came from."

Death Claims Maintenance Employees

During the past month three veteran maintenance employees died following short illnesses. On March 16th, Fred Dunlap, of 31 Water Street, Morristown, who was employed in the crew of Foreman John Norris, died at his home. On March 28th, Clarence Smith, of 365 12th Avenue, Paterson, succumbed, and on April 5th, Vincent Cavanagh, of Kenilworth, a truck driver in the forces of Foreman Austin Newman, also died. All of these men served the Department well during their employments, and to their survivors we extend our sincere sympathy.

Highway Honor Roll



The following is the list of those entering the Armed Forces of the United States since the last issue of THE HIGHWAY.

Administration	
Severns, Jos. P.	Navy
Uth, Richard	Navy
Construction	
Ahr, Chas. P.	Navy
Electrical	
Goldy, Richard D.	Navy
McGinnis, George	Navy

News from Our Men In the Service



Lieut. Charles M. Stenson of the Newark Office of Survey and Plans has been in the military service of his country longer than any representative of that office except former members of the National Guard.

Charlie entered the service on April 7, 1941, several months before Pearl Harbor. Now stationed somewhere in China, Stenson is swapping punches with the Japs or instructing Chinese troops in the use of American arms. Whichever it may be, he is doing a bang-up job.

His address is Y-Forces, I.T.C. Co., A.P.O. No. 627 c/o Postmaster, N.Y.C. Drop him a line!

Corporal A. J. Antonuccio of the Maintenance Division writes "Just a few lines to let you know that we just finished a bridge across the Cumberland River where the water was very rough. As soon as I get time I will write you more."

Tony is working as a specialist and his talents will come into special use when the invasion takes place and he and his buddies are called upon to rebuild the blasted bridges of Europe so that military equipment can stay close on the heels of the enemy.

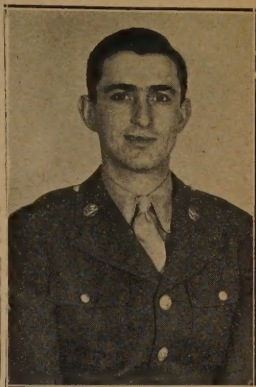
Send a word to Antonuccio at the 999th Treadway Bridge Company, Fort Knox, Kentucky.

Sgt. S. J. Guigotti, 32977010, 716th Training Group, Seymour Johnson Field, North Carolina, recently wrote to Leonard Dileo of Survey and Plans a few details of his work with the AACs (Army Airways Communication Service). Says Sam, "I install and maintain equipment and sometimes pinch hit as an operator. It is very interesting work. Just picture me playing around with 3000 volts . . . and to think I was always afraid of electricity. I have heard from some of the boys in the Aleutians and South Pacific. I don't know how long I'll be here—expect to take a long trip. Where? I would like to know."

Lawshe in Africa

Lieut. David R. Lawshe of the Bridge Division sends an interesting letter from Oran, North Africa, where he is stationed with the Sea-Bees. Dave is much impressed with the similarity between the climate there and in Arizona where he has spent several vacations in the past. His observations on the natives and their proclivities for stealing everything that wasn't nailed down were unique. For some time he was worried over the fact that a dead Arab whose demise could be attributed to being hit by a jeep cost the Army \$25.00, while the donkey he was riding was worth \$75.00 if killed. In no time Dave came to the conclusion, however, that the price on the Arab was too high. The overseas address of this Sea-Bee is: Lt. J. g. David R. Lawshe, C.B.M.U. 513, Fleet Post Office, N. Y. C.

Technician



Pfc. John F. Snyder of the Electrical Division entered the Service in April 1943. Recently Jack paid his first visit to Trenton since his induction. He is now an instrument landing technician, one of the few in the Army due to the newness of the equipment used. There are only six units now in operation. Jack says that they can land a plane on an exact spot, electronically.

This method has great advantages in locations where fog is heavy or where it would be dangerous to turn lights on. Prior to receiving his advanced training, Jack spent some time in Miami and at Scott Field, Ill. After graduating from Trux Field in Wisconsin, he was shipped to Salt Lake City, Utah, where he is awaiting further orders.

Likes The Highway

A brief note from Pvt. Frank VanSyckle 42007112, Co. C. 179th Engrs. (c) Bn. Fort Dix, N. J., reads as follows: "I am receiving THE HIGHWAY and am very glad to get it. There is always news in it about some of the boys that I know. I have been moved from West Virginia and am sending my new address." Frank is a member of the Maintenance Division.

Warren Steelman of Maintenance writes: "This is just a note to let you know that I have been transferred. Please continue to send THE HIGHWAY as I enjoy reading it very much." Warren's address is now: Warren Steelman, SOMH 3/c—H.E.C.P. Fort Wadsworth, Navy, Staten Island, N. Y.

Travels in Holy Land

The Montclair office forwards a most interesting letter from Major Walter L. Braybrooke, which is printed in part as follows:

"I have been away on a trip to Palestine and points north. It was good to have the opportunity to see the places whose names had been household words since could tumbled. Happily, I was not disappointed, since both scenery and people seem to have changed but little from Biblical times. The modern towns are refreshingly clean after the filth of Egypt. In the Jerusalem Y.M.C.A. built by a Montclair man, I had the luxury of hot and cold running water in my room with steaming hot showers across the hall. I visited a number of New Testament places in the old part of town.

"Up north, I had the pleasure of seeing snow again. Actually, there was a snow plow clearing the mountain pass for our car. Imagine being a mile or so high on a narrow road with a succession of

hairpin curves and no guard rail! I was thankful for the steady nerves of the British soldier driving the car and prayed that nothing would happen to the steering gear. "It was quite an experience to descend from the snow covered mountains and, in less than an hour, to be among fruit-laden, orange, banana and palm trees."

With Bombers

Word arrives from the Public Relations Office of the VIII Bomber Command to the effect that Albert R. Bein of Englewood, a member of the Maintenance field forces, has been elevated to the rank of sergeant. Bein is an administration clerk at a Liberator base "somewhere in England." Prior to sailing overseas he received his basic training at Jefferson Barracks, Missouri, attended the Administration School at South Dakota State College, and was stationed at Santa Maria, Cal., Pendleton, Oregon, Ft. Benton, Montana, and Great Falls, Montana. He has a brother in the navy.

What Did You Do Today, My Friend?

Representative James Wadsworth of New York recently interrupted an argument in the House of Representatives to read the following poem. It was written by an American officer as he lay on the battlefield thinking he was dying. His foot, which was crushed when his tank was knocked out during an assault on a German position, had been amputated by a fellow officer. The lines he scrawled as he lay suffering may well serve as an incentive to all at home.

What did you do today, my friend,
From morn' until dark?
How many times did you complain
The rationing is too tight?
When are you going to start to do
All of the things you say?
A soldier would like to know, my friend:
What did you do today?

We met the enemy today,
And took the town by storm.
Happy reading it will make
For you tomorrow morn.
You'll read with satisfaction
The brief communique.
We fought; but, are you fighting?
What did you do today?

My gunner died in my arms today.
I feel his warm blood yet.
Your neighbor's dying boy gave out
A scream I can't forget.
On my right a tank was hit—
A flash and then a fire.
The stench of burning flesh
Still rises from the pyre.

What did you do today, my friend,
To help us with the task?
Did you work harder and longer, for less?
Or, is that too much to ask?
What right have I to ask you this?
You probably will say,
Maybe, now, you'll understand;
You see, I died today.

Maintenance Notes

GENE BECKNER

A recent visitor to the Trenton Office was none other than 1st Lt. William Rackowski, U. S. Infantry, Bill, who was formerly employed in the Maintenance Office and is now stationed at Camp Roberts, California, brought home with him for the first time his charming wife. From the praises Bill shares of California it appears that he has developed the perspective of a native son.

LaRaine Birch, of the clerical staff of Charlie Levine's office, celebrated her birthday anniversary recently. In honor of the occasion a luncheon was served in Weinmann's. Present at the affair were the following office associates: Mrs. Joseph E. Tallon, Kathryn Laughry, Mary Massorotti, Katherine Applegate, Betty Levine, and Marion Heister.

In a recent letter to Bob Green, former Landscape Foreman Ernest Van Schoick informed us of a definite whereabouts. He is now stationed in Iran, a member of what is known as the "Persian Gulf Command." Ernie, who was trained in this country as a crane and shovel expert, expects assignment to a port battalion. To quote his letter, "We had quite an eventful trip on the way over, but thanks to the American and British Navy and Air Force we made it O. K." Ernie's address is "Casual Repl. Det., APO 7352, ASN 32923239, c/o Postmaster, New York City."

Herman Breustedt, of Taylor Lane, Middletown, an employee in L. S. Van Zandt's maintenance crew, was painfully injured when, alighting from a Department truck, he struck an upright reinforcing bar to which was attached a red danger flag. He has been hospitalized and we all hope for his early recovery.

If you hear Eleanor Elston humming the familiar "Oh Promise Me" at any time, don't get any false ideas. Mrs. Elston has officiated at several weddings recently and is merely keeping her hand in by humming this wedding favorite.

As big and wide as this old world is, time and again we hear of fellows who were friends or acquaintances in civilian life here in the States meeting way off in one of the foreign countries. The latest to come to our attention was a chance meeting between Jimmy Bruthers, a member of Earl Storer's traffic line painting crew, and Allen Barcalow, who will be remembered as one of our basketball and baseball stars back in the halcyon days when the Department was represented in those fields. Both of these men are now stationed somewhere in England and met, of all places, in a shower bath at a service club somewhere near Croyden. Jimmy was grabbing a most welcome shower when he was hailed by a familiar, "Hy, Jimmy." He turned and there was none other than Allen. What a kick there must be in such a chance meeting with a friend from home!

Another angle on the servant problem... Florence Millerick was relating recently the tale of a friend of hers in Philadelphia who, when attempting to secure a cook, called a telephone number listed in the classified advertisements. Upon asking what the prospective employee might desire by way of compensation, she was answered with the question: "Does you 'Birdseye' or does you peel?" And—believe it or not—there was a difference of \$5.00 per week more involved if you "peeled."

Preston Gano, of Paul Hanes's maintenance crew, has returned to work following a lengthy illness. Another who just recently returned following a serious illness is one of our veteran employees, Charlie Matthews, who works for Foreman Earl Buckalew.

A recent letter from Ollie Deakin reveals that he has now been elevated to the rank of a full-fledged Lieut. in Uncle Sam's Navy. Ollie has been stationed for some time now at Westport Point, Massachusetts. Although now engaged in the highly technical field of Radar, we are glad to report that Ollie hasn't entirely forsaken his civilian vocation of landscape engineering for he expects to have a small victory garden if he re-

Wounded Veteran Makes Plea for Red Cross



The above photo shows 1st Sgt. Herbert W. Merrill as he addressed the Fernwood employees on behalf of the Red Cross drive. Sgt. Merrill who was shot through the neck in the North African campaign is now stationed at the Tilton Hospital at Fort Dix. He attributed his remarkable recovery—for many months he was totally paralyzed—to the prompt use of plasma.

This veteran of 27 years service, during which he served in many parts of the world, had nothing but praise for the work being done by the Red Cross. He spoke in a straightforward, forceful manner which impressed his listeners, and the men of Fernwood considered it a privilege to be addressed by this valiant fighting man.

While the main body of his audience were out of camera range, several of those in the background can be identified. Among them are Norman Smith, Joseph Pate, Emanuel Smith, Frank O'Brien, Alcaid Wright, Andrew Vollman, Robert Martin, who introduced the Sergeant, Robert Krepis and William McCullic.

CONSTRUCTION COMMENTS

Fred C. Claus

NEWARK

Wm. Hasburg, Newark Office, Survey & Plans, has just returned from a restful month's stay at Miami, Fla.

Private William Kaufman's most recent address is 15th S. J. R., Fort Monmouth, Red Bank, N. J.

First Lieutenant Ephraim Solkoff's address is now 375th Engineers G. S. Regiment, A.P.O. No. 641, c/o Postmaster, N. Y. C. Epie is wondering if any of the other boys from the Highway Dept. are over in the British Isles.

The Newark Highway Drafting rooms are now in the limelight with recently installed fluorescent lamps.

UPPER MONTCLAIR

Spring is in the air, seeds have been delivered and the Montclair gang has that old Victory Garden urge as never before. Through cooperative buying, a ton and a quarter of commercial fertilizer was purchased, but because of individual preferences collective seed buying was ruled out. So contagious is the atmosphere that Jack Whitehead is thinking of changing from cylinder oil to grass seed and fertilizer in an effort to grow a lawn this year.

The star performer at the Soils Mechanics Course held at the Newark Academy is David Pettigrew, who from time to time ascends the podium with pointer in hand for the purpose of demonstrating what happened to the fill under this or that section of road. At such times he is ably assisted by the entire Upper Montclair Office with sound effects and off-stage noises by Dick Waugh. Jim Driscoll of the Newark Office has made several unsuccessful attempts to assail Mr. Pettigrew's position, but the latter has continued his dis-

mains at his present location. His present mailing address is "Naval Unit 1-1, Westport Point, Massachusetts."

Another maintenance employee recently passed to 25-year service mark with the State Highway Department. On March 31st, Bridge Foreman Edward Hankin celebrated his 25th anniversary with the Department and is still going strong. Congratulations, Ed, and we hope you're around for 25 years more.

Latest inductee from the Maintenance Division forces was Harry Farnsworth, of Cranbury, a member of Fred Yannou's maintenance crew. Harry enlisted in the U. S. Navy and left for active service on April 8th. Prior to his departure the other members of this crew joined together and presented Harry with a beautiful service wrist watch. Good luck, Harry, and let's hear from you.

course with undisturbed equanimity.

Word comes that Captain Ronald Crawford's address has been changed to the following: 811th Engr. Avn. Bn., APO 709 c/o Postmaster, San Francisco, Calif.

TRENTON

That old familiar face seen in the drafting room in recent months is none other than Allen Ely. Allen is busily engaged in making studies and plans of much needed post war projects such as the relocation of Route 25 at Yardville, Junction of Routes 25 and 39 at Bordentown, Junction of Routes 25 and 33 at Robbinsville, etc.

The friends of John Madden extend to him and his family the deepest sympathy upon the recent passing of his mother.

On March 31 at Paul's Roma Restaurant, Fred Quinn was tendered a luncheon prior to his entry in the U. S. Army. Fred is best known for his drive in organizing the Highway Credit Union as well as being a Trustee in the Civil Service Association. As a going-away gift he was presented with a travelling bag. George Hefferman of the Bridge Division acted as master of ceremonies and those in attendance in addition to the guest of honor were Mary Filipponi, Lorraine Finkle, Ann Spector, Mabel Beans, John Madden, Tom Frascella, Alex Cohen, Leonard Dileo, Henry Stephan, George Hefferman, Marcel Ludasy, Oliver Lozier, Art Lichtenberg, Jack Evans, John Kilpatrick, Frank Kimble and Chester Smith.

Many members of this Division were also in attendance at the dinner given Chas. Ahr at the Nymph's Room, Stacy-Trent Hotel, on March 16th, prior to his entry in the U. S. Navy.

The bright lights of Broadway passed into oblivion with the installation of fluorescent lights in the drafting room. Of course the men look ghostlike, but a little cold cream and sun-tan face powder will more than fill the needs. The use of lipstick, however, is strictly prohibited.

Welcome Back

Lieut. Col. Charles V. Dickinson was recently placed upon the officers reserve list and has since rejoined the forces of the Highway Department after an absence of 3½ years with the Army.

To Col. Dickinson, a veteran of World War I; among the first Highwaymen to be called in the present conflict, THE HIGHWAY says, "Welcome back."

BRIDGE BRIEFS

A. J. LICHTENBERG

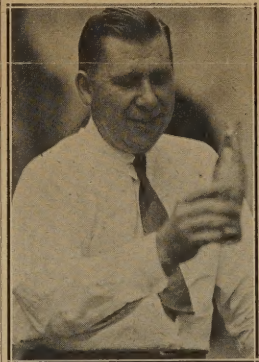
The Bridge Division wishes to thank Commissioner Spencer Miller, Jr., Mr. E. V. Connett and Mr. James L. Hays for the most excellent lighting installation in the drawing room. We appreciate this tangible evidence of their concern for our welfare.

Arthur H. Stetser, our Yukon commuter, reports working in snow up to his hip pockets, with the temperature down to minus 18, on bridge surveys 325 miles east of Whitehorse. He has settled down on the Teslin River bridge job 80 miles east of Whitehorse. This river is 668 ft. across with a 43 ft. depth and a 16 ft. rise of water to contend with by June.

Overheard in the elevator (9 A. M. morning after spring blizzard). Stenographer: (greeting Division Head) "This weather is more like it." Div. Head: "So is the time—as long as you brought it up."

"The Navy Yard Shipworker" coming to us from Sam Rankin reveals interesting launching data. One of the first launchings on record occurred about 2100 B. C. Blood was shed at launchings and the christening was designed to win the affection of the gods and the elements. Later wine was used, then water and more recently champagne. Until the 19th century only clergy and high officials participated in launchings—no women.

Bill Clow is now employed as an Associate Aeronautical Engineer engaged in experimental work on lighter than air craft at Lakehurst. His work includes some supervision of veterans being rehabilitated and assigned to drafting duties.



GEORGE HEFFERMAN

George had just completed some very arduous duties as Chairman of the War Bond payroll deduction plan as well as Chairman of the Red Cross War Fund Drive and his indulgence in a thirst quencher seems entirely apropos. George reports that the Bridge Division contributions to the Red Cross exceeded last year's figure by \$17.00, which is an excellent showing in view of the decreased number of employees.

George's latest idea is that of blood typing all Highway Department employees in the Trenton area and it has met with instantaneous approval and support. Such an index will afford a ready means of supplying wanted blood types in an emergency.

DO YOU Remember When: The Bridge Division moved from the Broad St. Bank Building to the third floor of the State House Annex and the boys staked out claims for desk positions alongside of windows, and found that there were too few windows. (It was nearly 16 years ago—Nov. 1928.

We liked Richard Glasgow's quotation of last month and add one of ours:

In the elder days of Art Builders wrought with greatest care

Each minute and unseen part, For the Gods see every where.

—Longfellow.

OR as a contemporary might say, "Look at your highways and bridges, other people do."

REAL ESTATE REPORTS

ED DRAKE

We extend our sympathy to Velt Sams and his family upon the recent death of his mother.

Corporal Lem Seale was in again to say hello. Lem has an idea he will be moving out of Fort Monmouth soon.

Otto Seggel just returned from seeing his son, Lieutenant Richard Seggel, off to an unknown destination.

Pat Ward announces the birth of a granddaughter, and at the same time glares at you if you call him grandpop. Brother Bert also announces that he is a grandfather, as does Adrian C. Lincoln, Acting Right of Way Agent.

We welcome Mitchell Dawes back with us as a Right of Way Negotiator.

J. Layton Prout has received official word that his son, Lieutenant Gordon Prout, a navigator on a Flying Fortress, who was last reported missing in action, is now a prisoner of war somewhere in Germany.

George R. Hood, veteran title searcher, who has been confined to his bed these many weeks, reports that he is now able to be up and around a few hours a day, and can hardly wait until he can be back to work again.

James Herbert Laffan can be seen every night practicing on his piano in preparation for the Big Ten Year Club Amateur Nite. He claims he has some numbers that are really too hot for even a fire house.

If you should happen to ask Velt (Schufflin' Sam) Sams why he is bent over more than usual he will tell you about the 1800 pounds he and another "Freight pusher" lifted the other day while pursuing their part time duties in the Pennsylvania Freight depot at Trenton.

If you see Frank O. Skillman with a little longer face than usual, you might credit it to the new arrival at his house. It seems that his daughter Joyce received a cocker spaniel puppy which was sent to her by her boy friend in the Marines. There was some discussion as to just what to call this new addition, but after a few nights of running in and out the house Skillman said "Let's call him P-38."

The newly created "Department of Law" has taken over our glamour girls. We are happy to say, however, that they will retain possession of their offices for the time being. The girls have recently enjoyed dining at the Stacy-Trent on no less than St. Patty's day, took in a show, and a good time was had by all. We welcome Minnie Pollack back after spending some time with her husband, Corporal Dave Pollack, in Washington, D. C.

BRIEFS: Lieut. Comm. W. F. Hunter may be reached by addressing him at B. O. Q. Receiving Station, South Annex, N. O. B. Norfolk Va. . . Fred C. Dileo as Waste Paper Salvage Co-ordinator for eight precincts in the 10th Zone, Trenton, reports excellent results. J. F. Evans, Jr., and his group collected 4½ tons in the 6th Precinct, while J. H. Patrick has 7 tons to his credit in the 3rd Precinct. . . Paul Geiser is still with the Ground service of the Signal Corps at Long Branch. He is employed as Mechanical Engineer Grade P-2. . . Jim Whitehead and Al Herron, now Eastern Aircraft employees, were recent office visitors. . . Phil Caltello, former Bridge Construction Inspector and now an employee of the Federal Housing Authority, sends his best wishes to his former co-workers. . . Phil Burch serving on the Mercer County Grand Jury and finding the sessions a potpourri of interesting, amusing and sordid items. . . W. H. Spencer active as Trustee and on program committee of Mercer County Chapter, Society of Professional Engineers. Licensed engineers may contact Wilbur for information and membership application forms.

Buy More War Bonds